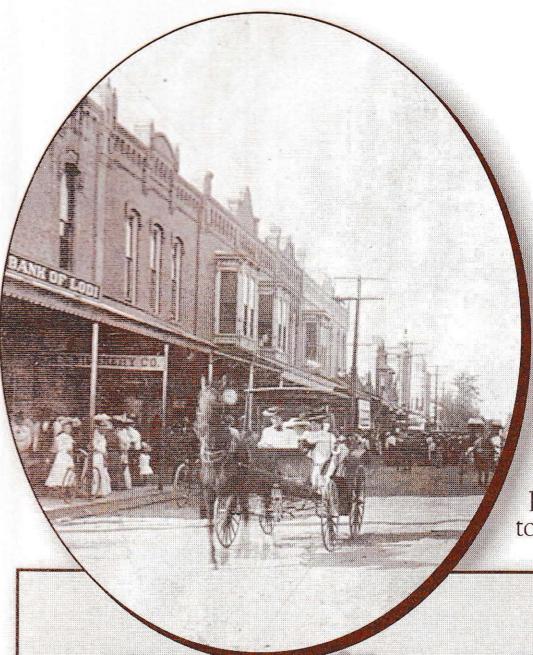


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▲ Lodi c.1872. This is how Mokelumne looked, Railroad Reservation and Sacramento Street.

Inset: Sacramento Street. Photo courtesy of Perrin



▲ Lodi Depot, Mokelumne Station.

the area was David Kettelman. Born in Germany on February 2, 1826, he came to the United States at age twelve. He landed in New York where he joined an older sister who had immigrated several years earlier. Hearing reports of the discovery of gold in California, David departed New York Harbor, sailed on the "Panama," rounding the perilous Cape Horn and arrived at the Golden Gate on August 3, 1849. David went to Mokelumne Hill where he prospected for gold with little success. After a year he went to San Andreas and started a mercantile business that proved to be very successful. He sold hard to find supplies and equipment to the miners.

The following year there was an influx of miners at Winters Bar on the Mokelumne River so Kettelman, with partners Sylvester V. & James P. Tredway, opened a trading post there. The business grew and they opened stores in San Andreas, Poverty Bar and Diamond Bar transporting supplies from Stockton with bull teams.

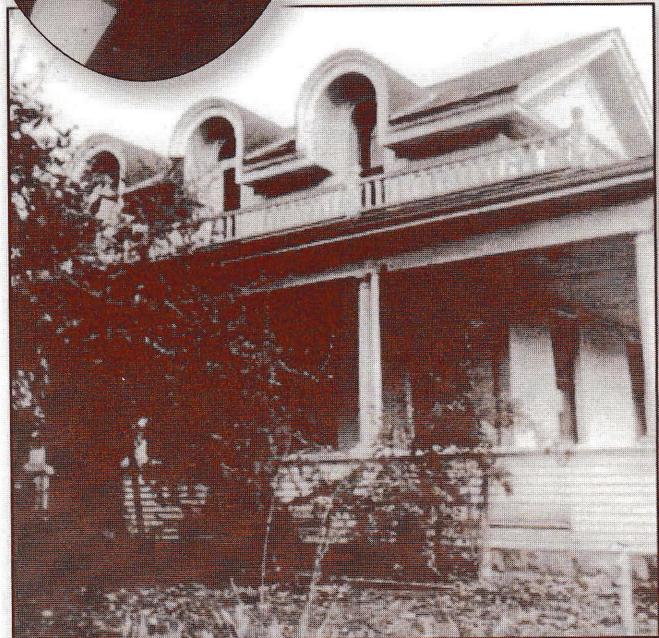
With the success of the stores, the partners were able to purchase 7400 acres of land, west of what is now Lodi, to raise stock to supply quality beef to the miners. Kettelman traveled to Missouri and the neighboring states to purchase cattle and horses. Drovers were hired to make the cattle drive to California.

Kettelman married Margaret Mehrten in 1864 at Poverty Bar on the

Mokelumne and they lived on the Tredway place southwest of Mokelumne. Four years later he built a home, Sunbonnet House, on Cherokee Lane just north on Kettleman Road. Dave was a trustee of Salem School District and also treasurer and founder of the Mokelumne Ditch & Irrigation Co.

Two more early residents were Woodbridge founder, Jeremiah Woods and his friend Charles McLaughlin, a contractor. They agreed with the rail company to the route from Stockton to Sacramento through Woods Ferry. But the death of Woods in 1864 combined with the large flood two years earlier caused the railroad owners to change the route east of Woods Ferry a mile to avoid building a trestle. Later it was moved still another mile and half east, to its present route, providing a chance for a new village just south of the Mokelumne River.

The Central Pacific Railroad was incorporated on June 28, 1860. It received its United States franchise on July 1, 1862 along with the granting of the right of way including \$16,000 per mile for laying tracks in the valley and \$48,000 per mile for laying tracks over the Sierra Nevada Mountains. They also received ten miles of land on each side of the railroad in all of the odd numbered sections of land. On April 25, 1863 the state of California added \$10,000



▲ David Kettelman and the Sunbonnet House.



1900; The Lodi passenger depot. ▲

per mile of railroad constructed.

The officers of the company were Leland Stanford, President; C.P. Huntington, 1st Vice President; Charles Crocker, 2nd Vice President and Mark Hopkins, Treasurer. They were referred to as "The Big Four." In California, "The Big Four" used different names for local routes to make the federal government believe that a number of different groups were in the railroad business.

One of these names was the Western Pacific Railroad that had plans to run a track from San Jose through Stockton and on to Sacramento. Charles Fox was president



▲ Built in 1869, the railroad freight depot, Mokelumne Station, was also used for passengers for special events.

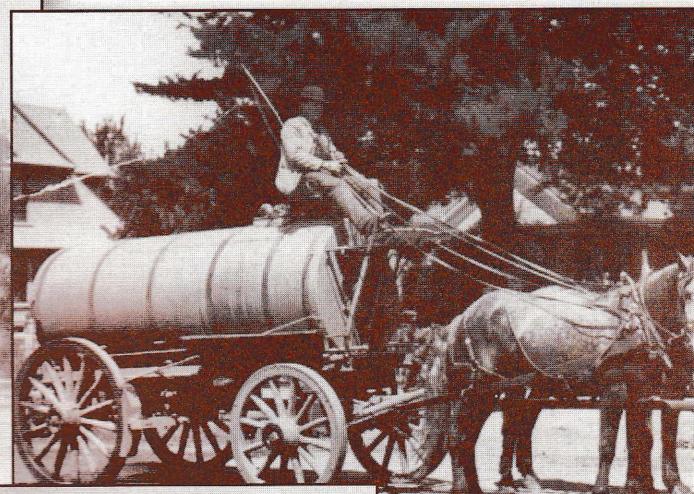


▲ The grain warehouse on Main Street in Lodi.

Courtesy the Bank of Stockton Historical Photo Collection



▲ First bridge over the Mokelumne on Cherokee Lane.



▲ Streets needed water during summer months.

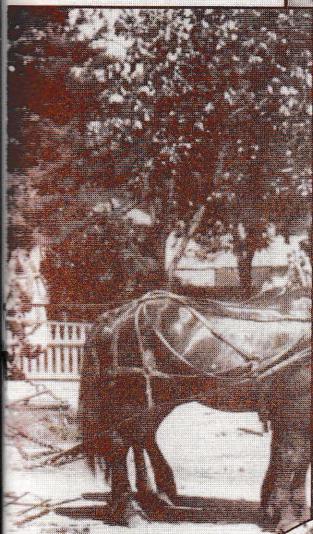
Courtesy the
Bank of Stockton
Historical Photo
Collection.



► Henry Pope Ranch,
Victor Road to Pine Street.



▲ The Lodi Hotel, located on the southwest corner of Pine and Sacramento Streets. Upstairs on left: Nellie Lemoine; on right: Lottie Lemoine.



Cope and his
s at his home
29 N. Church
reet in Lodi.

g to
Hotel.

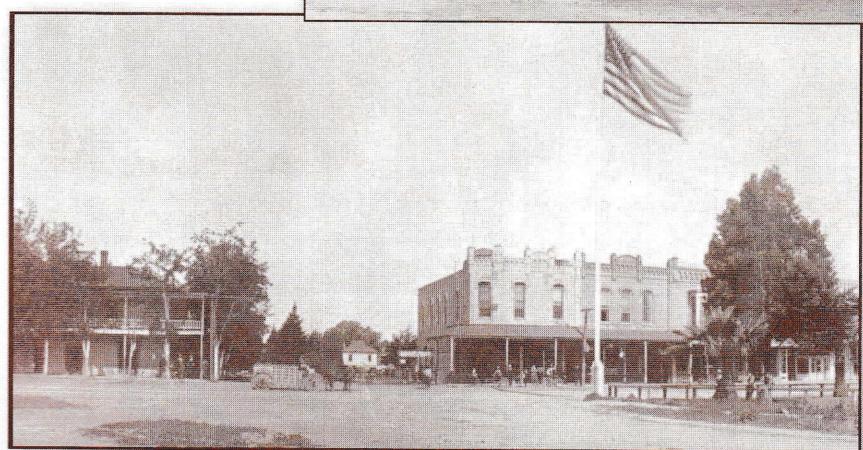


▼ Johnny Dougherty's Fashion Stable,
with saloon on the right.

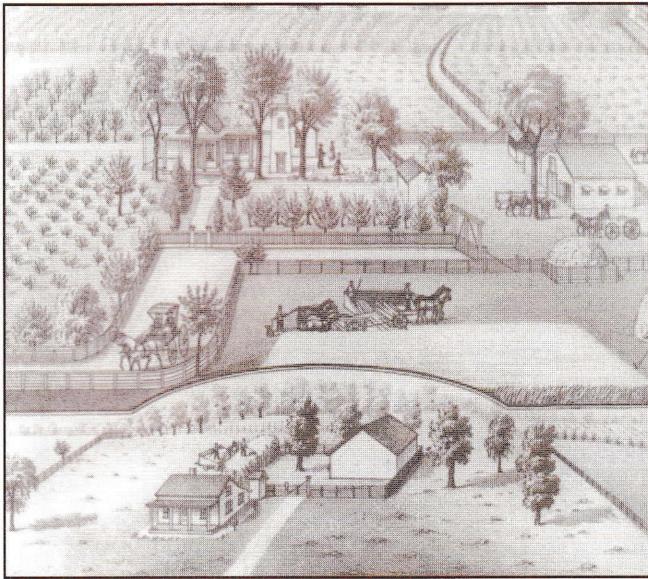


Lodi Memorial Church, located on the northwest corner of School and Oak Streets. ▲
Note the parsonage on the right. Rev. Hindson was the pastor from 1902 to 1904

Pope & Rich ►
Hardware Store, on
Sacramento Street.



▲ Lodi, circa 1890. Pine Street looking west at Sacramento Street; Lodi Hotel on left, Bank of Lodi on right, with Hill Building next to it, C.O. Ivory's flag flying. Note the absence of the arch.



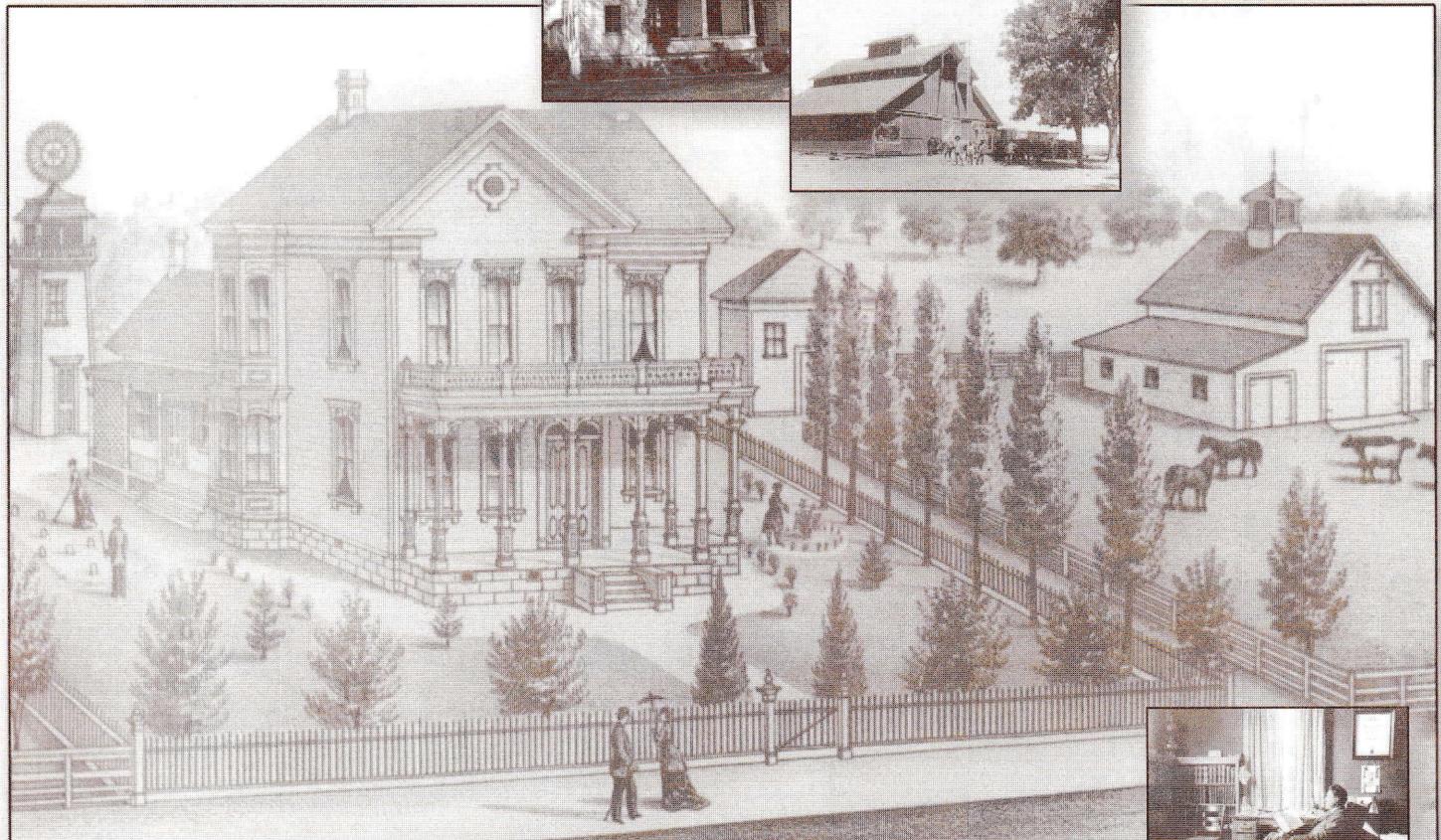
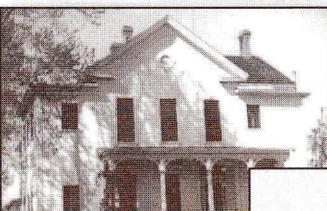
▲ Illustrations of the residences and farms of A.T. Ayers & John Magley.

and Dr. E. S. Holden, Stockton druggist, was the vice president of this endeavor. They contracted with Charles McLaughlin to grade the 75 miles from San Jose to Stockton.

In 1866, J.C. Layman owned 240 acres of land in the area near the Mokelumne River and east of Woods Ferry. Layman sold to R.L. Wardrobe

Elkhorn Township. After clearing the land he planted 265 acres in grain.

Reuben Langdon Wardrobe and



▲ The 1879 illustration of Ezekiel Lawrence's home on East Lockeford Street in Lodi, as well as actual photos. Today the American Legion building stands in place of the barn. Bottom Inset: George E. Lawrence.

and Allen C. Ayers for \$6.50 an acre in 1867.

Allen T. Ayers was born in Summit County, Ohio on August 1, 1830 and came to California in 1852. He mined gold in El Dorado County, returned to Ohio in 1854, married Miss Julia Wheeler and they came to California in 1859. They came to San Joaquin County in 1865 and purchased property from M. Webb, A. McQueen, James Tallmadge and M.R. Waddles in

his brother Samuel V. Wardrobe came to California from Boston in 1850. They shipped a disassembled 12' by 12' house of eastern yellow pine to Stockton and reassembled it on the family ranch at Live Oak after unloading it at Weber's Point. Rueben had not perfected his land title by 1869 and was therefore unable to comply with his part of the proposition. The title was later cleared but the land was not conveyed to the rail company until 1879.

After the railroad made its third survey A.T. Ayers, J.W. Magley, R.L. Wardrobe and E. Lawrence petitioned the Central Pacific Railroad to establish a station on their land. The town of Mokelumne was to be located 1/2 mile south of the Mokelumne River with the railroad to run north and south through the center of town. They agreed to give the rail company every odd lot in the proposed town plus 12 acres in the center for the railroad reservation. (from Oak to Elm Streets)

John M. Magley was born in Berne, Switzerland in March of 1825. He came to America at the age of 14 and



▲ Lodi, before the Arch.

settled in Fairfield County, Ohio. He later moved to Franklin County and in 1843 moved to Madison County near Columbus, Ohio. In the spring of 1850, at the age of 25, John came across the plains with twenty-eight men, thirty mules, and five wagons. He sold his share of the wagon train at Salt Lake City and walked to Placerville, California in 32 days. He spent fifteen months in the goldmines and lived in Nevada County for nine years before moving to the "Lodi" area in 1861. His farm south of the Mokelumne contained 107 acres of wheat. Magley built the first cabin in the town.

Ezekiel Lawrence was born in Belleville, Ontario, Canada on June 24, 1826. He moved to Coldwater, Michigan in 1846 and to California in

1850. He settled in El Dorado County and married Miss Mary Hutchins, also a native of Canada. They moved to Elkhorn Township in 1858, bought 330 acres just south of the Mokelumne River and east of the future Central Pacific Railroad right of way. He raised wheat at first but later planted almond trees and grapes.

A survey was made in the spring of 1869 by the railroad surveyor Isaac

C. Smith, which consisted of a tract of 166 acres including 24 acres belonging to Magley, 25 acres belonging to Ayers and 55 acres belonging to Wardrobe east of the tracks. Lawrence was left out when the station site had to be moved 1/2 mile south. The railroad bridge had to be raised much higher than originally planned. Stanford and company moved the station so that the train could start on more level land. The town plat was filed August 25, 1869 and named Mokelumne Station or just Mokelumne.

The railroad station was called Mokelumne Station, but when the new town was laid out it became just plain Mokelumne. The Wells Fargo Express and the Central Pacific Railroad called the town Mokelumne Station but the



▲ North Sacramento Street, Lodi, California. This picture was taken before the devastating fire of 1887. C.O. Ivory's two daughters are standing in front of his first store on the far left. Inset: The old Ivory home, now Cinema 12.

Post Office and the townspeople called it Mokelumne. This became confusing with Mokelumne Hill, Mokelumne City, Mokelumne Station and just plain Mokelumne all in the same general area in California.

Other pioneers who helped start Mokelumne were C. Beckman, C.H. Ashley, Ezra Fiske, J.M. Fowler, A.M. Harshner, E.M. Kearny and G.W. Hill.

In August of 1869, I.N. Stretch built a store for C.O. Ivory and his partner J. M. Burt on the northwest corner of Pine and Sacramento Streets and a house for Ivory.

The railroad erected the depot in December. The same month J.A. Allison and W. Jacobs established a stage line east to the mother lode. Allison built his livery stable and B.D. Beckwith finished his drug store.

The next building in town was the Hooker House, a hotel named after the famous Civil War General. It was built as a hotel at Lancha Plana. Later it was removed to Campo Seco. In 1869 "Uncle Dan" Crist bought the hotel intending to move it to Dover on the San Joaquin River. It was moved to Lockeford, loaded on the steamer "Pert" and sailed to Woodbridge. Mokelumne was founded and Crist moved the building to the new town



▲ C.O. Ivory's General Merchandise was the first merchant store in Lodi.

settling it on Sacramento Street near the railroad and the north edge of town.

Crist was appointed the first postmaster and building became the first post office.

The railroad bridge across the river would provide a large problem for the railroad. Quicksand and elevating the structure to handle floods would eventually lead to a future change of name for Mokelumne.

The first lot recorded was that of Henry R. Sylvester on which he built a home. On February 28, 1870, R.C. Bosworth was next paying \$50 for a lot for his home. Jacob Wilson purchased property on April 7, 1870.

Many others bought lots in the new town. John Mundell, hairdresser, bought a lot on Sacramento Street near Pine Street paying \$100. He paid \$33.50 down and had 18 months to pay the remainder. John may have been the only black man in the area on April 9, 1870 when he purchased his lot.

A year later there were over 100 buildings in Mokelumne. A new church was being erected and the citizens just finished voting a tax to build a schoolhouse close to town. Four hotels were in business. The largest was the Spencer House followed by the Hooker House and hotels owned by E.A. Aull and S.H. Ripley.

General merchandise was sold in stores owned by Charles O. Ivory, J. Levinsky and Samuel & Cohon. T.E. Hutchins and A.C. Meeker sold groceries and fresh game.

Charles Oscar Ivory was born in 1834 in Jefferson County, New York. He came to California in 1853 and located in Stockton. In December of 1867, Charles moved to Woodbridge and established a general store with J.W. Burt. They moved their store to Mokelumne in 1869 and were the first

store and the second building in town. In June 1870 Burt sold his interest in the store and became an agent for the Central Pacific Railroad selling their lots (all the odd numbered ones) in the new town. Ivory finished his new home in 1871.

The town of Mokelumne had over 100 buildings by April of 1871 and a new church was in the process of being erected. A. Bunds, G.W. Emerson and Jacob Wulser owned saloons in town and Long Lee and A.T. Rutledge were wagon makers. B.F. Sinclair and Harvey Smith had blacksmith shops. Jacob Baker sold harnesses and saddles and Robert Cope was a shoemaker. John J. Collins sold stoves and tin ware. Byron de La Beckwith had the only drug store and was also an insurance agent.

The physicians and surgeons were Charles H. Gorden, C.V.V. Williamson and former landowner William Pitcher.

On March 21, 1874 assembly Bill #639 was read for the third time and passed by the senate of the State of California. The assembly bill had passed earlier changing the name of the town of Mokelumne to LODI.

The post office was happy to stop the confusion of Mokelumne Hill, City or Station plus the spelling of Mokelumne using a "K" or "Q".

The Cope Brothers first suggested the name of Lodi. Originally from England they had been admirers of Napoleon and recalled the battle at the bridge Lodi on the Adda River in Italy where Napoleon defeated the Austrians. The Lawrence family concurred with these facts and William printed this story in a Lodi newspaper a few years after the change and no one differed.

The horse story started later and was a favorite of Henry Ellis, editor of the Sentinel for a time. The facts are that a horse named Lodi did exist and won races at Sacramento. He was retired and 7 years old by 1874. There was also another horse named Lodi and owned by the merchant Giuseppe Peirano.

George W. Hill told his son Maurice that the town would not name itself after a racehorse because of the gambling.

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